



# Introduction to the Hawaii Scenic Byway Program

## THE HAWAII SCENIC BYWAYS PROGRAM

The *Hawaii Scenic Byways Program* is for:

- roads that “tell a story” that is special in some way;
- roads with views or other qualities of their natural and built environments that need recognition or protection; and
- roads that will benefit from a coordinated strategy for tourism and economic development.

The purpose of the *Hawaii Scenic Byways Program* is to formally designate scenic byways and to establish and implement plans for managing their associated corridors. While the scenic byway is a defined route or routes for passenger vehicles, the corridor consists of everything that can be seen, potentially seen, or is reasonably accessible from the byway.

This document is one part of the administrator’s reference guide and program manual defining the basis, procedures and standards for the *Hawaii Scenic Byways Program*.

The *Hawaii Scenic Byways Program* includes:

- a process for scenic byway designation;
- designation criteria;
- guidelines for preparing Corridor Management Plans;
- application procedures and forms; and
- information materials and outreach strategy.

A process for de-designation is provided for *Hawaii Scenic Byways* that no longer satisfy the criteria which supported their designation.

The scenic qualities of many Hawaiian roads are already well known. By establishing a *State Scenic Byways* designation program for Hawaii, there will be greater opportunities to access resources to preserve, enhance and promote these areas; to effectively and with fairness address potential challenges that may threaten the use and enjoyment of these areas; and to ensure coordination among State agencies, between State and local government agencies, and between government and Hawaii’s business, cultural, and social communities.

## SCENIC BYWAYS IN THE UNITED STATES

Scenic byways are roads that provide access to extraordinary scenic, historic, cultural, recreational, natural or archaeological resources. Roads with these characteristics have been recognized by the Federal Highway Administration (FHWA) as part of the *National Scenic Byways Program* and have received support from state agencies, local governments and community organizations through marketing, grants and other Federal actions (see **Exhibit 1**).

For Hawaii’s scenic roads to be eligible for designation under the national program and to be eligible for its associated benefits, we must put into place a state program that satisfies *National Scenic Byways Program* requirements.

Byways are routes along which visually memorable places and experiences may be enjoyed. While natural landscapes and vistas may

be scenic, the built environment of villages, historic sites, and even cities may also be part of byways. The *National Scenic Byways Program* reflects this diversity (see **Exhibit 2**):

- *Alaska’s Marine Highway National Scenic Byway*, the only water-based National Highway System route and also the only entirely water-based scenic byway, is within the Ring of Fire where travelers can explore 81 of America’s 86 volcanoes.
- Visitors to the *McKenzie Pass-Santiam Pass National Scenic Byway* in Oregon can paddle on a clear lake over an underwater forest created by a volcanic eruption more than 3,000 years ago.

Hawaii  
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Program

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**Exhibit 1: Map of Designated National Scenic Byways and All-American Roads, 2009**

Source: National Scenic Byways Program, 2009 ([www.byways.org](http://www.byways.org))

**Exhibit 2: Examples of National Scenic Byways and All-American Roads**

The Linn Cove Viaduct carries the *Blue Ridge Parkway All-American Road* across Grandfather Mountain in North Carolina.

Credits: © 1996. Hugh Morton.



The *Alaska Marine Highway All-American Road* shows how the Alaska Peninsula and Aleutian Islands were born of the "Pacific Ring of Fire" on lava flows and volcanoes.

Credits: © 1995. Alaska Department of Economic and Community Development



A group of visitors pause at the Colliding Rivers Overlook on the *Rogue Umpqua Scenic Byway* in Oregon to view the swiftly flowing waters of the rivers below.

Credits: Public domain.



The *Las Vegas Strip All-American Road* is the only scenic byway that is more scenic at night than during the day. As a compact route, it offers a different experience every few hundred feet.

Credits: © February 2003. Clark County News Bureau.



The Knik River Valley along Alaska's *Glenn Highway National Scenic Byway* shows the proximity of the Chugach Mountains and Pioneer Peak.

Credits: Public domain, courtesy of Bill Evans, Alaska State Parks.



A horse grazes on grass along the *Billy the Kid Trail National Scenic Byway*, New Mexico.

Credits: Public domain.

Note: All photographs courtesy [www.byways.org](http://www.byways.org)

- Along the ***Billy the Kid Trail National Scenic Byway*** in New Mexico travelers learn the story and can retrace the life of the famed outlaw.
- The ***Arroyo Seco Parkway National Scenic Byway*** in urban Los Angeles, built during the park roads movement of the 1930's, features the restored historic Victorian architecture as well as the classic design of early 20th century roads.
- On the ***Death Valley Scenic Byway in California*** both the lowest and the highest point of the desert, a difference of over 11,000 feet, can be seen from Dante's View.
- The ***Rogue Umpqua Scenic Byway in Oregon*** is only place in the world where two rivers (the North Umpqua and Little River) directly collide.
- The ***Las Vegas Strip*** in Nevada is a National Scenic Byway featuring the world's only permanent circus, an indoor changing sky, and the tallest freestanding structure in the West, and is the only byway best driven at night.

Complete information regarding the FHWA's *National Scenic Byways Program* is available online from several sources:

- General information for scenic byways professionals and advocates: [www.bywaysonline.org](http://www.bywaysonline.org) and [www.bywaysresourcecenter.org](http://www.bywaysresourcecenter.org).
- For information on America's Byways® eligibility and designation: [www.bywaysonline.org/nominations](http://www.bywaysonline.org/nominations).
- Resources for the traveling public: [www.byways.org](http://www.byways.org).

## OPPORTUNITIES

The natural beauty of Hawaii and the history and traditions of our diverse cultures provide numerous opportunities for establishing scenic byways in Hawaii.

### Physiography

Hawaii's physiography is the source of much of our state's beauty. The Hawaiian Islands were created by a volcanic hot spot underneath the Pacific plate. As the ocean floor moves over this spot, magma pushes forth, creating new landmasses in the form of volcanoes. As the islands move away from the hot spot, they lose their mountain-building materials. Subsidence and erosion have worn these mountains from craggy volcanoes to the smoother, green mountains experienced today.

Eight main islands in the eastern portion of the chain contain 99% of the state's land mass and make up Hawaii's four counties: Hawaii County, Maui County (Maui, Molokai, Kahoolawe and Lanai), City and County of Honolulu (Oahu), and Kauai County (Kauai, Niihau).

Hawaii County (The Big Island) contains about two-thirds of the land area of the state and is the youngest island. It measures 80 miles wide by 100 miles from north to south (approximately 4,000 square miles). The "Big Island" provides magnificent shoreline views and contains five

mountains that include the world's largest, tallest, and most active volcanoes in Mauna Loa, Mauna Kea, and Kilauea respectively. The remaining two volcanoes on the "Big Island" are Hualalai and Kohala.

Maui County contains Maui (727 square miles), the second largest island in the chain, as well as the islands of Kahoolawe and Lanai, and most of Molokai. Maui perhaps has the most recognizable shape of any of the other islands. Haleakala volcano, at 10,020 feet, dominates Maui. Haleakala's caldera is located within the Haleakala National Park and the 40-mile road to Haleakala National Park from Kahululu covers the greatest elevation change (from sea level to 10,023 feet) of any comparable length road in the world. To the south and west of the Island of Maui lie the remnants of several volcanoes that make up Lanai, Molokai and Kahoolawe. During the Ice Age, Maui County once formed a single land mass that was similar in size to the Big Island. Erosive forces and rising seas separated the peaks into the four islands present today.

The City and County of Honolulu is made up of the Island of Oahu and all of the outlying northwestern Hawaiian Islands with the exception of Midway. Oahu is the third largest island in the archipelago and hosts roughly 77% of the state's population. The highest peaks on Oahu reach





about 4,000 feet, including the remnants of two volcanoes, Waianae and Koolau, and the valley that lies between them. Diamond Head, possibly the most famous landmark within the state, was created long after the Koolau volcano became dormant and shows the unpredictable nature of “dormant” volcanoes.

Kauai County is comprised of the Islands of Kauai and Niihau. Mount Waialeale, located at the center of Kauai, is one of the wettest spots in the world with over 460 inches (38 feet) of rain falling annually. Other notable sites on Kauai include the Waimea River and Waimea Canyon. The Island of Kauai is known as “*The Garden Isle*” due to its rich tropical vegetation and dramatic landscapes.

### Climate and Ecology

Hawaii’s climate is attractive throughout the year, with mild temperatures, moderate humidity, persistence of the northeasterly trade winds (described above), significant differences in rainfall within short distances, and infrequent severe storms.

The Pacific Ocean acts as a giant thermostat for Hawaii, since its temperature varies little compared with that of large land masses. The seasonal range of sea surface temperatures varies no more than six degrees, from lows in the mid-seventies to highs near 80.

Air temperatures statewide average from highs in the mid-eighties to lows in the mid-sixties. However, snow and ice are not uncommon in winter on the high elevations of Haleakala, Mauna Kea, and Mauna Loa.

Hawaii is in the path of the trade winds which blow steadily from east to west nearly all year, bringing moisture laden air (from its voyage across the Pacific) to the eastern sides of the Hawaiian Islands. When reaching these islands, trade winds drop most of their moisture in the form of rain on the eastern side of the islands’ mountains. Tropical rain forests and spectacular waterfalls are often found on these windward sides. Because much of the moisture leaves the air before it reaches the leeward (western) sides of the islands or the smaller islands, these areas are desert-like and hotter than the windward sides. As a result, rainfall can vary from 5 to 120 inches annually, depending on location.

As a result of these influences, the ecology of the Hawaiian Islands is one of the most unique in the world. Hawaii has 11 of the world’s 13 climate zones, each with unique ecosystems and weather

characteristics. In addition, due to the isolation of Hawaii, these islands have terrestrial and marine ecosystems that are among the most unique in the world and are home to as many as 6,000 endemic species of plants and animals. Hawaii also has the greatest number of endangered and listed species of any place in the world (nearly 400 plants and animals in 2005), as well as 72% of all the United States’ extinct species.

Hawaii has long been an ecotourism destination for boaters, divers and snorkelers. Rocky shorelines, lagoons, and tide pools host periwinkle snails, barnacles, and mussels, as well as crabs and fish of all shapes and colors. Coral reefs and volcanic debris are home to many tropical fish, anemones, nudibranchs, and sea urchins. Sea turtles, dolphin, humpback whales, game fish, sharks and manta rays, and the endangered monk seal ply the ocean from deep to shore’s edge.

### History, Culture, and Archaeology

Hawaii’s history in story and legend is ancient and proud, dating back at least a thousand years before American colonies became a nation in 1776. The Hawaiians were a people without writing, who preserved their history in chants and legends. Much of the early history disappeared with the death of the kahunas and other learned elders after the arrival of Europeans and their culture of writing and religion. Modern history begins on January 20, 1778, when Captain James Cook’s expedition made its first contact with the Hawaiian people on the islands of Kauai and Niihau.

King Kamehameha I unified the Hawaiian Islands in 1810. The Hawaiian monarchy was overthrown in Jan. 17, 1893 with the help of American businessmen and was annexed to the United States in 1898 (Sovereignty of Hawaii was formally transferred to the United States at ceremonies at Iolani Palace on Aug. 12, 1898.). In 1959, Hawaii became the United States’ 50th state, adding to its attractiveness as a tourist destination.

The Hawaiian greeting word, *aloha*, is known around the world and reflects the beauty not only of the Hawaiian Islands, but also of the many aspects of Hawaiian cultural traditions (e.g., hula, luaus and aloha shirts) that permeate the lifestyles of modern-day Hawaii residents and translate into festive, enjoyable traveler experiences.



Today, with the influx of other peoples, particularly those from Asia (Japan, China, Korea), Melanesia (Phillipines, Chamorro), and the continents of North America and Europe, Hawaii is one of the most ethnically diverse places in the world. Hawaii is a minority majority state, as was documented in the 2000 census, with 34% Japanese, 33% Caucasian, and 33% other, including Pacific Islander. More than 20% claimed multi-ethnic backgrounds, far more than any other U.S. state. This was the first census that provided this category. On Oahu alone, public outreach materials must be prepared in at least nine different languages in addition to English.

Archeological sites abound around the Hawaiian Islands, and their importance to preserving traditional Hawaiian culture has to be underscored. One of the most impressive ancient sites is the reconstructed temple at Puuhonua O Honaunau, located south of Kona on the West Coast of the Big Island.

### Access to Population

Access to population is an important consideration for the potential use of scenic byways for tourism and economic development.

Eighty-percent of the state's population (900,000 of a total population of approximately 1.2 million) lives on Oahu, home of the City/County of Honolulu, the State Capital. The remaining population lives on the other six major islands which are predominantly rural in character.

Local government is under four county units: Hawai'i County – the island of Hawai'i; Maui County – the islands of Maui, Lana'i, Moloka'i, & Kaho'olawe; City & County of Honolulu – the island of O'ahu; and Kaua'i County – the islands of Kaua'i and Ni'ihau. OahuMPO is a TMA that covers the entire island of O'ahu and is the state's only MPO.

Transportation to and between the islands is limited to ship and air. Ninety percent of all food and commodities are shipped into the State via containerized ships which deliver to Honolulu's two main harbors and are then transferred to interisland barges. Tourism and government are the main economic drivers.

Situated in the middle of the Pacific Ocean, Hawaii is in an ideal location for continental United States (2,400 miles from San Francisco) travelers as well as eastern travelers (4,000 miles from Asia). Visitors are attracted to the tropical beauty of the Hawaiian Island chain (which extends 2,050 miles), its sun and surf, and some

of the most active and observable volcanoes in the world.

### Recreation, Tourism, and Entertainment

Hawaii's near ideal year-round climate supports a variety of outdoor activities, including golf, tennis, and a wide range of ocean sports, as well as passive recreation opportunities such as meditation and birding.

Hawaii has a well-developed public parks system including seven national parks, 77 state parks, 586 county parks, and a number of botanical gardens. There are 282 public tennis courts, 65 golf courses, 2,100 small boat moorages, and over 1,600 recognized surfing sites. Windsurfing on Maui and Oahu takes advantage of some of the world's best surf and wind conditions. There are miles of safe, sandy, and accessible beaches statewide. Almost 750,000 people attend University of Hawaii collegiate sports events each year.

The visitor industry has generated important entertainment opportunities, including Polynesian and Western groups at numerous dining establishments, shows, and programs. Performances in Hawaii frequently feature outstanding touring artists and groups. In the past these have included premier ballet companies from the Mainland and Europe, Broadway productions, East Asian traditional dance ensembles, and popular vocal artists. Hawaii also sees major rock and pop stars, who include Hawaii in their East Asian tours. Classical musicians perform with the Honolulu Symphony throughout its annual season.

Tourism is Hawaii's largest industry. Expansion has been particularly rapid since World War II, and the growth has resulted in part from continued improvements in transportation and the stimulus provided by the state government and local businesses. The majority of visitors come from the U.S. mainland, Canada, Australia, and countries of the Far East, particularly Japan. About 60 percent of the hotel units are on Oahu, chiefly in Waikiki and the adjacent Ala Moana area.

### Agricultural Landscapes

While tourism has replaced agriculture as Hawaii's leading industry, trends in the travel industry also show an increasing interest in eco-tourism, cultural experiences and farm tours, attractions that can be linked to agricultural landscapes.



Agriculture has always had a special place in Hawaii's history and continues to be an important industry, generating \$2.9 billion to the state's annual economy and directly and indirectly providing 42,000 jobs.

Historically, the ancient Polynesian voyagers traveled to Hawaii, bringing with them plants such as taro, bananas and other staples to sustain them. The plantation era witnessed the boom decades of the sugar and pineapple industries, expanding over thousands of acres of prime agricultural lands.

With the decline of the sugar and pineapple industries, these agricultural lands are returning to a new era of small farms growing diversified agricultural products. Crops such as specialty exotic fruits, coffee, macadamia nuts, flowers and foliage not only provide fresh produce and flowers to Hawaii's markets, but also have become major exports to destinations around the World.

### Science and Eco-tourism

Hawaii is well positioned to compete in a broad range of science and technology-based endeavors. Given the state's strategic mid-Pacific location, it is ideally situated to serve as a bridge to Asia-Pacific markets. Its trans-Pacific fiber optic and satellite connectivity make it an increasingly important node on the global information superhighway. Its high-speed data processing and supercomputing facilities give it parallel processing capabilities that can serve a broad range of industries (e.g., medicine, astronomy, global climate modeling and coastal resource management, disaster management, geographical information and global positioning systems, ship design, telecommunications, national defense, and education). It is also home to the world's premier sites for research, demonstration, and development in astronomy and astrophysics, oceanography, and geophysics.

Hawaii is an excellent eco-tourism destination with a great emphasis on exploring the environment and learning about the rich Polynesian past. Archaeological sites abound around the islands. The Islands of Hawaii and

Kauai are exceptional destinations for exploring the natural environment with hundreds of miles of State Park trails, with sea kayaking and hiking in Kauai and exploring Volcano National Park on the Big Island as major attractions.

### Access to Technical and Financial Resources

The *National Scenic Byways Program* ([www.bywaysonline.org](http://www.bywaysonline.org)) provides numerous technical resources for state byways organizations. Program staff work to build successful state byways programs, especially those grooming their state routes for potential national designation, through positive, proactive, hands-on assistance in planning, preserving, promoting and managing scenic byways.

The *National Scenic Byways Program* also provides financial assistance through National Scenic Byways Program grants. Each Federal Fiscal Year, the FHWA solicits projects through State transportation agencies and Tribal governments, following a specific sequence of steps. The application process for the *National Scenic Byways Program* grant is initiated online ([www.bywaysonline.org/grants](http://www.bywaysonline.org/grants)).

America's Byways® Resource Center ([www.bywaysresourcecenter.org](http://www.bywaysresourcecenter.org)) staff has expertise in organizing leadership, volunteers, and support for state byways program development. It also helps in developing organizational structures; writing effective marketing and promotional plans; seeking funding sources; developing effective interpretive services to share byway stories; and protecting intrinsic qualities and balancing growth.

The America's Byways® ([www.byways.org](http://www.byways.org)) website, designed for the traveler, offers maps, photos, stories, activities, and visitor information to help plan a trip on any one of the 126 distinct and diverse roads designated by the U.S. Secretary of Transportation. Additionally, the traveler can research information on US Forest Service Byways, Bureau of Land Management (BLM) Back Country Byways, and US Fish and Wildlife Refuges located along or near America's Byways, as well as state-designated byways.

## CHALLENGES

A number of factors challenge our ability to conserve Hawaii's unique resources, and create a new urgency for implementing the *Hawaii Scenic Byways Program*.

### Growth and Development Pressures

Land consumption and traffic congestion associated with the growth of developed areas create strong competition for the limited supply of developable land within the Hawaiian Islands. The low supply of lands normally associated with an island usually demands high value uses for the lands and high rates of return for the landowner/investor. In addition, views along the *corridor* may be significantly degraded if new development and redevelopment fails to respect the special places and character of Hawaii.

However, there are limited opportunities to expand the surface transportation network due to physiography. Because a scenic byway will often be the main way through our communities, both land development and transportation facilities need to be designed in ways sensitive to their mutual context.

### Absentee Ownership

A leading force behind scenic byways designation is civic pride. Unfortunately, in communities with a large percentage of absentee ownership that pride in community may be lacking. Speculators and investors seeking only temporary ownership of properties along a potential byway may oppose scenic byway designation if the main goal is to unload the property at the highest possible value. Even though the designation itself may be attractive to potential buyers of properties within the corridor, possible, or even perceived restrictions on future development or land use could frighten speculative owners into opposing the entire process.

### Military Installations

Located in a strategic part of the world, Hawaii has a large military presence. While military personnel take advantage of the opportunities provided by scenic byways, military installations have the potential to limit scenic byway locations for security needs. However, the locations of most military facilities are not and should not be advertised to the general public through the scenic byways program. Byway designation is incumbent upon the premise that tourism will be encouraged and generated along the corridor. However, some of the goals of tourism (e.g., ease of access and unobstructed vistas and prospects) are in direct conflict with the goals of national security in the immediate vicinity of a military installation. Some areas may be screened to block views, while other areas may be cleared of vegetation to increase surveillance.

### Energy Costs

High energy costs discourage pleasure driving and tourism unless trips are close to home. As travel costs increase, the number and length of trips to Hawaii and trips between islands tend to decrease.

While byways inherently promote vehicle usage for tourism, a side effect may be increased pedestrian and bicycle use of the route. While bicycle and pedestrian uses are encouraged to reduce congestion and pollution and to maintain public health, the byway must be able to accommodate increased bicycle and pedestrian use without increasing the amount and severity of conflict with motor vehicles using the byway. Such conflicts not only take the form of collisions along roadsides and crossings, but also include increased competition for parking between transient users of the byway and longer term users who leave their cars to walk or bicycle in the corridor. While these conflicts may be resolved, they may require transit shuttle services or new construction, both of which become more costly as energy costs rise.

## THE VISION

Scenic Byways in Hawaii will encourage tourism, promote commerce, improve traffic flows, enhance quality of life, and yield many other benefits to those who live and work in, or visit, Hawaii. The vision for the *Hawaii Scenic Byways Program* is defined by its goals and objectives within the authority governing the program.

The vision and mission of the *Hawaii Scenic Byways Program* is similar to that of the national program.

**Vision:** *To identify and manage one or more corridors in each county that help to tell the distinctive stories and protect the treasured places of Hawaii.*

**Mission:** *To provide resources to the local communities to create and sustain unique travel experiences and to enhance local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated Byways.*

## AUTHORITY

The *Hawaii Scenic Byways* initiative is a response to the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)* and to its successors *TEA-21* and *SAFETEA-LU*. These laws institute a grass-roots collaborative effort established to:

- help recognize, preserve, and enhance selected roads throughout the United States;
- select routes that merit special consideration and priority;
- define a process for determining how public investments and actions will be targeted and leveraged to enhance and preserve the attributes that make these routes special; and
- improve public access to these features.

The HDOT is the designated Scenic Byways Agency for the State of Hawaii. The Director of the HDOT is authorized to implement transportation programs established under these laws.

*Hawaii's Scenic Byways Program* draws on existing materials, case study experiences, and expert opinion, and is integrated with the State's development and conservation objectives as well as its transportation needs. Furthermore, a *State*

*Scenic Byways Advisory Committee*, reflecting a broad range of public and private expertise, guides the program to meet the diverse circumstances and opportunities of Hawaii's landscape.

The *Hawaii Scenic Byways Program* is a **voluntary, cooperative, and intergovernmental** effort that defines a vision for the future of the road and its corridor. The process is designed to build a consensus involving all levels of government, individuals, and private interests. Designation of a road as a byway does not change or limit the existing authority of the city, county, or state highway agency that is responsible for the road in making decisions affecting that road. It will also not restrict the maintenance or reconstruction of that highway needed to meet the traffic needs of the communities it serves, the safety improvements that help protect the motorist and non-vehicular user of the highway, and the commercial and recreational needs of the resident and tourist. However, improvements to the highway facility should be in keeping with the *intrinsic qualities* of the corridor and should include improvements to the roadside that will enhance the *intrinsic qualities* of the highway as identified by the *Corridor Management Plan* developed for the scenic byway.



## GOALS

The *Hawaii Scenic Byways Program* will be successful to the extent that it achieves four principal goals.

### **Designate and Manage All of Hawaii's Scenic Byways.**

By designating *Hawaii Scenic Byways*, we cultivate and call attention to one of our most important resources — the view from the road. By enabling travelers to recognize each route's *intrinsic qualities* and by improving (and managing) access to these features, these designations and their associated management plans will enable those who live, work, and visit in Hawaii to take the time to appreciate the diverse landscapes that already exist, the spectacular views ranging from coastlines to skylines to ridge lines, and the hundreds of sites and features of extraordinary historic, cultural, archaeological, natural, and recreational interest.

### **Maintain Pride in Our Communities.**

Respect for the land (*malama aina*), sea (*malama ka*), and air (*malama lanu*) run deep in Hawaiian culture. While local organizations will take the lead in nominating and managing scenic byways, all of those who live and work along Hawaii's byways will be able to take pride in the

recognition of their community as part of a designated byway. In a successful *Hawaii Scenic Byways Program*, this pride will be shown in people working more actively to maintain and improve the attractiveness of their communities.

### **Create and Sustain Partnerships.**

A byway's qualities can only be maintained by working together. Because so many activities and interests are involved, a successful byways program will see new partnerships being formed both within and beyond communities along byways, and existing partnerships made stronger and deeper.

### **Encourage Sustainable Tourism and Economic Development.**

Scenic byways can stimulate economic development not only through tourism, but also through an improved quality of life in the area. A successful scenic byways program will promote and experience economic development. By providing views and interpretation to the public, the *intrinsic qualities* of the byway should be enhanced without degrading these qualities. Local residents and workers will benefit, without displacing or degrading their residences, communities, or qualities of life.

## OBJECTIVES

Recognizing that the management of byways is a continuing, dynamic process, the objectives of the *Hawaii Scenic Byways Program* are cross-cutting, designed to be addressed by each participant in the program, and to advance each of the multiple goals:

1. Preserve, enhance, and protect the beauty of our natural, cultivated, and built landscapes and their relationship to our history, our culture, and our future.
2. Promote understanding of Hawaii's heritage and an appreciation of our diversity.
3. Provide and promote safe access to recreational, cultural, historic, and archaeological opportunities in proximity to scenic views and centers of residential and economic activity.
4. Enhance, manage, and promote tourism in proximity to Hawaiian centers of recreation and commerce.
5. Provide safe and relaxing everyday travel opportunities linked with other travel options such as bicycling, hiking, and horseback riding.
6. Encourage land uses that create and complement scenic vistas and panoramas.
7. Create and improve relationships among the architectural, technological, and engineering elements of transportation facilities and associated structures visible in the travel corridor.
8. Improve traffic flow along main routes and promote pedestrian, bicycle, and paratransit travel in ways that contribute to conserving energy resources and improving air quality.
9. Promote appropriate local and state initiatives that enhance the qualities of all state designated byways.
10. Recommend specific routes for designation.
11. Encourage public and interagency participation in evaluating roadways nominated for designation.
12. Maintain and enhance *intrinsic qualities* of designated byways.
13. Manage signage along all designated byways.
14. Coordinate and leverage marketing and public information promoting Hawaii Scenic Byways.
15. Prepare and submit grant applications to fund projects related to Hawaii Scenic Byways.
16. Prepare agreements and other institutional arrangements to ensure that funds are expended properly on projects related to Hawaii Scenic Byways.
17. Establish systems, procedures, and resources for preparing and periodically updating byway *Corridor Management Plans*.

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